Regional Municipality of Ottawa-Carleton Planning Department Aug. 1984

official plan review

DISCUSSION PAPER

REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT :

BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

SUPPLEMENT

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August 1984

TABLE OF CONTENTS

TITLE	PAGE
1 - INTRODUCTION	1
2 - BRIEFS RECEIVED	
Municipalities	
Ottawa, City of	1
Vanier, City of	13
Agencies, Interest Groups, Etc.	
Dows Lake Residents Association	16
Glebe Community Association	18
Hunt Club Community Association	21
New Edinburgh Community Association	36
Woodpark Citizens Association	43
Individuals	
Bain, J.W. (?)	45
Breton, F.	46
Conder, B.	47
Deeks, D.	48
Ho, R.	52
Hofley, B.	54
Mancini, B.	55
Shmelzer, S.	56
Walker, C.	57

INTRODUCTION

On 20 June 84 the Planning Committee of the Regional Municipality of Ottawa-Carleton received the following material related to the Regional Development Strategy:

Briefs Received at 29 May 84 Public Hearing - Volume I: Municipalities

Briefs Received at 29 May 84 Public Hearing - Volume II: Agencies, Interest Groups, Etc.

Briefs Received at 29 May 84 Public Hearing - Volume III: Individuals

Staff Response to Briefs Received at 29 May 84 Public Hearing

This supplement consists of all the material submitted on the Regional Development Strategy that was not reproduced in the first three volumes of briefs.

CITY OF OTTAWA - VILLE D'OTTAWA

From: Community Development Department Date: May 24, 1984
De:

Ref. No.: 0713-348/84 81E018
N° de ref.:

Action / Exécution		Information / Pour votre gouverne	Ward / Quartier
[ ] Administrative / administrative	[X] Policy / politique	[ ]	City-wide

To/A:

[1] Ottawa Planning Committee / Comité d'urbanisme d'Ottawa
[ ] Physical Environment Committee / Comité de l'environnement
[ ] Admin., Policy and Priorities Committee / Comité de l'adm., des politiques et des priorités
[ ] Other / Autre
Non-Profit Housing / Logement à but non lucratif
[ ] Executive Committee / Comité exécutif
[ ] Board of Directors / Conseil d'administration
[2] City Council / Conseil municipal

SUBJECT/OBJET

1. An assessment of the Regional Development Strategy - Discussion Paper. CD-4515-6

Document de travail - évaluation de la stratégie d'aménagement regional.

RECOMMENDATION

1. That the Ottawa Planning Committee recommend to the Regional Planning Committee as follows:

1.1 That the Regional Development Strategy - Discussion Paper, released on March 6, 1984, outlining a position focused upon the continuation of the strategy outlined in the 1974 Regional Official Plan, be received for information and retained as one (1) option for the future growth of the Region.

1.2 That in addition to the option identified in Recommendation 1.1 above, alternative options for the development of the Region also be produced for discussion.

1.3 That one (1) of the options to be produced for discussion, as per Recommendation 1.2 above, consider increased residential development inside the greenbelt.

1.4 That each of the options developed for discussion, including the position favouring the continuation of the strategy outlined in the 1974 Regional Official Plan, contain sufficient detail and summary analysis to enable their understanding, meaningful discussion and comparison, including:

1.4.1 Roads:

a) the existing reserve capacity and capacity constraints, widenings required, plus the size and location of all new roads required within the planning period.

b) an estimate of the costs of all widenings and new construction.

c) details of existing properties which may be effected by the widening of existing roads or by the construction of new roads.

1.4.2 Water/Sewer

a) the existing reserve capacity and capacity constraints, plus capacity upgrading.

b) an estimate of the associated costs of upgrading water and sewer services.

1.4.3 Cost Implications

a) the costs of the infra-structure already provided to implement the development strategy in the 1974 Regional Official Plan.

b) the costs of infra-structure requirements to implement the 1974 Regional Official Plan, but not yet funded.

c) a consideration of costs and possible future implications on Regional tax rates in light of the additions to the infra-structure (i.e., roads, water, sewer and transit) as required for each option.

1.4.4 Soft (Social) Costs

a) that the soft (social) costs for each option be considered.

1.4.5 Households

a) that consideration be given to the future urban household demand (size and tenure) in light of increasingly aging population and the trend to smaller households and how this need will be accommodated in each option considered.

1.5 That a formal liaison be agreed upon with the area municipalities and established.

1.6 That a public participation process be developed and carried out to enable each of the options (and their detailed implications) to be reviewed.

1.7 That in light of the comparison and evaluation of each of the options, including but not necessarily being limited to the details as outlined in Recommendation 1.4 above, together with the public participation process outlined in Recommendation 1.6 above, a recommended option for the future development of the Region be made.

1.8 That a full analysis of the existing background information developed by the Region in relation to the preparation of the Regional Development Strategy - Discussion Paper and any additional information to be developed be made available, in summary form, to any interested parties as part of the public participation process developed as per Recommendation 1.6.

EF:ds-1
81E018
23/05/84

R. Bailey,
Commissioner of
Community Development.

OTTAWA PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends subject to the following amendment:

That the following be added to Recommendation 1.2:

- **An assessment of options for staging to achieve best balance of housing and jobs, and strategies to ensure an adequate range of employment opportunities.**

- **An assessment of options for staging development to ensure the best match of new infrastructure costs to increased ability to pay.**

ADDITIONAL OTTAWA PLANNING COMMITTEE RECOMMENDATION

The Committee further recommends that Regional Municipality of Ottawa-Carleton staff be requested to prepare accessible information for community use (e.g. summaries in ordinary language).

BACKGROUND

The Planning Department of the Regional Municipality of Ottawa-Carleton released a Discussion Paper for the consideration of the Regional Planning Committee on March 6, 1984. The Regional Development Strategy is intended to become the Region's basic stance toward the provision for the accommodation of growth within the Region to the year 2001 and beyond.

The Regional Planning Committee approved a schedule which called for briefs to be submitted by area municipalities and interested parties by May 18, 1984. A report on the Regional Development Strategy - Discussion Paper was forwarded to the Ottawa Planning Committee on May 15, 1984 and to City Council on May 16, 1984 (see attached). The Ottawa Planning Committee recommended and City Council approved the following:

> "That staff prepare the following for presentation at the Ottawa Planning Committee on May 29, 1984:
>
> 1. Regional staff to provide a list of issues to be responded to, and to suggest a way of dealing with the information in the 14 reports.
>
> 2. City staff to respond to issues by way of example or in point form.
>
> 3. That this short delay be communicated to the Regional Municipality of Ottawa-Carleton by the City Clerk.
>
> 4. That the Ottawa Planning Committee indicate its concern for lack of information, lack of time for community groups to deal with the matter appropriately and lack of concrete issues to be responded to, and that it therefore has requested some additional staff input prior to providing a response to the Regional Municipality of Ottawa-Carleton."

Staff of the City and Region met on May 18, 1984, to discuss the Region's response to the above-noted recommendation and to identify areas of concern with the Regional Development Strategy - Discussion Paper. The present report was written subsequent to this meeting, with the knowledge that Regional staff would not be able to respond to Recommendation 1 of Ottawa Planning Committee in time for the issues to be considered as per Recommendation 2, and in order to meet the Planning Committee meeting date of May 29, 1984.

The recommendations, however, are focused on the concerns raised by the Ottawa Planning Committee and City Council and address concern with the lack of information, lack of public participation and a lack of concrete issues upon which a response could be made.

OPTIONS

N/A

RATIONALE

It is suggested that the Ottawa Planning Committee recommend to City Council to recommend to Regional Planning Committee the following.

Recommendation 1.1 suggests that the Regional Development Strategy - Discussion Paper, be received for information and retained as one (1) option for future growth of the Region.

This allows the review of the Regional Official Plan to proceed on schedule and the proposal for the continuation of the 1974 strategy (i.e., continued urban growth in the east and west urban communities and the opening of additional lands in the south urban community) to be assessed in comparison to alternative growth strategies as per Recommendation 1.2.

Recommendation 1.2 calls for the development of optional growth strategies in order to provide a comparative analysis of the various directions for growth within the Region, while Recommendation 1.3 requests a consideration of increased residential development inside the greenbelt as one (1) of the options. It was felt that the Regional Development Strategy did not produce this material for discussion and that it would provide the necessary basis for judgement as to a preferred strategy.

Recommendation 1.4 outlines the major issues which should be addressed in comparing optional growth scenarios. These include impacts upon roadways and existing properties, the overall costs of hard and soft services, plus the cost and possible tax implications at the Regional level and finally, consideration on meeting anticipated future urban household needs.

Recommendations 1.5 and 1.6 are self explanatory and reflect the need for a formal liaison process with the area municipalities and a public participation process in the review of the growth options (and their detailed implications) for the future development of the Region.

Accordingly, Recommendation 1.7 suggests that the recommended growth option be based upon the comparison and evaluation of each of the strategies, in light of the expressed issues and given public input into the process. This ensures an open process which provides detailed consideration of the implications of optional distributions of employment and population, plus a comparative cost analysis.

Finally, Recommendation 1.8 is in response to the City Council's request that Regional staff suggest a way of dealing with the information in the fourteen (14) reports which were used to shape the Regional Development Strategy - Discussion Paper. Briefly, it is recommended these reports be made available, in summary form, to any interested parties as a part of the public participation process. This would simplify the information and its major assumptions and conclusions could be related to the growth strategy.

INPUT FROM OTHER SOURCES

N/A

ATTACHMENT

1. Report (Reference No. 0713-300/84) An Assessment of the Regional Development Strategy.

COMMUNITY NOTIFICATION

N/A

DISPOSITION

City Clerk to notify the Regional Municipality of Ottawa-Carleton of City Council's disposition.

FINANCIAL COMMENT

N/A

G R Simpson

Commissioner of Finance.
PAV:sf 25/05/84

ATTACHMENT 1

CITY OF OTTAWA - VILLE D'OTTAWA

From: Community Development Department Date: May 7, 1984
De:

Ref. No.: 0713-300/84 B1E013
N° de ref.:

Action Exécution		Information Pour votre gouverne	Ward Quartier
[ ] Administrative administrative	[X] Policy politique	[ ]	City-wide

To/A:

[1] Ottawa Planning Committee
Comité d'urbanisme d'Ottawa

[ ] Physical Environment Committee
Comité de l'environnement

[ ] Admin., Policy and Priorities Committee
Comité de l'adm., des politiques et des priorités

[ ] Other
Autre

Non-Profit Housing
Logement à but non lucratif

[ ] Executive Committee
Comité exécutif

[ ] Board of Directors
Conseil d'administration

[2] City Council
Conseil municipal

SUBJECT/OBJET

An assessment of the Regional Development Strategy - Discussion Paper./Evaluation de la stratégie d'aménagement régionale - document de travail CD-4515-6

RECOMMENDATIONS

1. That Regional Planning Committee be requested to DEFER consideration of the Regional Development Strategy - Discussion Paper, and give consideration to the need for the following information prior to any reconsideration of this matter.

   1.1 The advantages and disadvantages of optional distributions of employment and population and an evaluation and a comparison of the associated costs and impact upon existing communities inside the greenbelt.

   1.2 Additional information has been provided on the proposed Regional Development Strategy-Discussion Paper, including:

   a) An assessment of the future potential for new and/or improved roadways inside the greenbelt, particularly if projected increased transit usage and employment levels are not realized in the outer urban communities, but residential population continues to grow in these areas.

   b) An indication of the probable location of such new and/or improved roadways and the associated costs and impact upon communities inside the greenbelt.

   c) An estimate of the fiscal impact upon Regional taxpayers inside the greenbelt, given the estimate of costs in the provision of hard and soft services to accommodate the proposed growth to the outer urban communities.

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d) Pursuant to c) above, an estimate of the fiscal impact given that the projected activity level (ratio of the number of jobs to the number of residents) may not be realized in the outer urban communities.

e) Further consideration of the future urban household demand (i.e., size and tenure) given the increasingly aging population and the trend to smaller household sizes and how this need will be accommodated by promoting additional growth to the outer urban communities.

2. That a formal liaison process be established between the area municipalities and the Region in the analysis of optional distributions of employment and population pursuant to 1.1 above, and in subsequent development of implementing policies in the review of the Regional Official Plan, consisting of the following:

2.1 That staff contacts be established in order that regular meetings can be set up to share views on the proposed Regional Development Strategy, if reconsidered, and on policy areas during the review of the Regional Official Plan that impact each area municipality.

2.2 That the area municipality be given the opportunity and adequate time to review and formally comment upon both the Regional Development Strategy, prior to reconsideration by Regional Planning Committee, and any policy reports resulting from the Regional Official Plan review, prior to their adoption by Regional Council as amendments to the Regional Official Plan.

EF:pc-6
B1E013
18/04/84

R. Bailey,
Commissioner of
Community Development.

BACKGROUND

I Summary - Regional Development Strategy

The Planning Department of the Regional Municipality of Ottawa-Carleton released a 'Discussion Paper' for the consideration of the Regional Planning Committee of March 6, 1984. The Regional Development Strategy is intended to become the Region's basic stance toward the provision for the accommodation of growth within the Region to the year 2001 and beyond.

Briefly, the strategy review outlines a number of significant findings including:

1) that the 1974 population projections are not being realized and the region's population could range between 623,000 and 723,000 persons by the year 2001, not 1,000,000 as originally predicted.

2) that the rate of household formation has been substantially greater than the rate of population growth and as a consequence housing construction has remained high.

3) that the three (3) urban communities outside the greenbelt accommodated all growth in the period 1976-81, while population declined inside the greenbelt by approximately eight (8%) percent.

4) that the overall level of urban land consumption has increased dramatically from 28 hectares per thousand population increase (1961-71) to 65 hectares per thousand population increase (1971-81).

5) that the focus of residential development is shifting to areas outside the greenbelt, tending to concentrate in the east.

6) that employment growth in Ottawa-Carleton has been strong compared to other urban areas in Ontario, although the anticipated level of employment creation in the urban communities outside the greenbelt has not been realized.

Given the high rate of urban land consumption and the demand for housing, it is suggested that the requirement for additional land could emerge fairly early in the planning period and that planning for additional urban growth, south of the greenbelt to the south urban community should begin in the near future. The strategy also recommends that future urban growth outside the greenbelt should continue to the east and west urban communities of Orleans and Kanata. This would require an extensive programme of major infrastructure improvements to provide for existing requirements and also to accommodate additional growth. Capital cost esimates for hard services to 2001 for this strategy range between $770 million and $1.2 billion. It is stated this could increase to $1.5 billion if it becomes necessary to make major improvements to the sewer system inside the greenbelt.

It is also suggested that measures be taken to reduce the requirements for new or expanded roadways inside the greenbelt and that one of these measures include improving the public transit system, as a priority. Finally, it is suggested that high levels of employment and residential development should be located in selected 'activity nodes' along the transitway.

II Process/Timing

The review of the Regional Official Plan is a two (2) staged process outlined as follows:

Stage I The Regional Development Strategy

March 6, 1984:	Presentation of 'Discussion Paper' to Regional Planning Committee
March 6 - May 18, 1984:	Review by interested parties and area municipalities.
May 29, 1984:	Regional Planning Committee will review briefs.
July 24, 1984:	Revised Strategy Report to be tabled at Regional Planning Committee for final recommendation to Regional Council.
August 8, 1984:	Regional Council to consider the Planning Committee recommendations.

Stage II Draft Official Plan

Regional Council's acceptance of the 'strategy paper' will then be used to guide the development of detailed policies to be incorporated in the Regional Official Plan which is under review. It is anticipated that the Draft Official Plan will be forwarded to Regional Council, for approval in the early fall, 1985.

III Ottawa's Official Plan Review Process

The two (2) year review of the Official Plan of the Ottawa Planning Area is now underway and the Official Plan Review team will soon be involved in updating the City's existing policies and in establishing directions to guide the future development of the City. An approved updated Regional Development Strategy will have a substantial impact upon the new opportunities available to the City in developing an Official Plan.

The Planning Act, 1983, requires that the official plan of a local municipality conform with an official plan of a regional municipality. Subsequently, if approved, the Regional Development Strategy will guide the preparation of the more detailed Regional Official Plan. With this detailed Regional Official Plan in place the City's Official Plan will have to fully conform.

It is important, as a result, that the municipality carefully consider the proposed Regional strategy to fully appreciate its possible future implications, at the local level.

IV Areas for Consideration - Regional Development Strategy

An evaluation of the proposed Regional Development Strategy - Discussion Paper has resulted in a number of areas where specific consideration is required. These form the basis for the recommendations addressed in Section E - Summary Assessment.

A. Basic Approach

1. The Regional Development Strategy calls for continued urban growth in the east and west urban communities - Orleans and Kanata, and suggests that serious consideration should be given to opening additional Stage II lands in the South Urban Community and Barrhaven. This strategy, essentially a continuation of the 1974 strategy, is recommended in absence of any evident evaluation of alternative strategy options.

   As mentioned, given the two (2) staged process for the review of the Regional Official Plan, once a decision is made in principle, on the long-term settlement strategy, it will form the basis for the development of all of the detailed policies, e.g., roads, transit, land use, land servicing schedules.

   Should approval be granted to the strategy, then little opportunity would exist for the municipalities effected to become involved within, or to influence, the detailed policies required to implement it. In the event of a municipality disagreeing with particular Regional Official Plan policies developed in Stage II of the review process, they may be at a disadvantage at any Ontario Municipal Board hearing due to the approval of a Regional Development Strategy.

   In brief, member municipalities are being asked to commit themselves to a strategy in ignorance of many of the detailed implications involved in implementing the approach. The detailed policies, as an example, could include the construction of new and the widening of existing roadways in the City of Ottawa.

2. In an earlier publication entitled 'Options For Future Growth In Ottawa-Carleton, 1981-2001', prepared by the Regional Planning Department in April, 1983, it is suggested that fifteen (15) options within the high and low population projections would be considered as a basis for the recommendation of a preferred approach. It is stated:

   > "It is intended that detailed analyses will be carried out on each of the options. The Planning Department in co-operation with other Regional Departments and the ACPAT Sub-Committee dealing with land-use and transportation will be examining the advantages and disadvantages of each of these options in 1983."

   Contrary to the expectations resulting from the above-noted report, however, no reference is made in the present strategy to the consideration or evaluation of other options in the conclusion that continuing with the 1974 strategy is the most appropriate way for the Region to develop. Without such an evaluation, the basis for the preferred strategy is unclear. In other words, the discussion paper supports a continuation of the 1974 strategy but does not, in detail, say why.

B. Basic Assumptions Made

1. It is stated early in the Discussion Paper that "The Regional Official Plan review cannot start from a 'clean slate' ... Policies are in place, and commitments have been made to provide services to many areas identified for future growth..." (Page 2, Col. 1, Par. 3).

   This statement could be interpreted as a major constraint to any fundamental review of the 1974 Strategy. The strategy paper does not, however, detail the policies and commitments which cannot be changed nor does it explain why.

2. Implicit within the Regional Strategy is the further development of suburbs to the east, west and south of the City of Ottawa. Argument is presented that a combination of higher transit modal split, coupled with high levels of employment in the urban communities will result in reductions in road needs.

   However, what is not considered is the situation where the suburbs continue to grow, transit ridership is not attained nor are the employment levels anticipated realized. This situation would likely have a significant impact upon roadways and communities inside the greenbelt. Indeed, accepting the realities of the past trends in employment prospects for the Region, residential growth in the outer urban areas may be a major causal factor for more roads inside the greenbelt.

3. In dealing with the falling density trends and the increasing consumption of urban land, together with the lower rates of redevelopment (all at variance with the 1974 Regional Plan expectations) it is not stated why these trends occurred, or why it is assumed that they will continue into the future. A major qualification is stated, however, as to the possibility of predicting trends of this nature [i.e., ... "future urban land requirements is one of the most difficult areas to forecast because it relies on so many assumptions..." (Page 17, Col. 1, Par. 2)].

4. Another major assumption made is that,

   > "The following evaluation, therefore, is based on the general premise that disruption to existing communities (through increased traffic, roadway construction and high density development) is "bad" and reducing the combined cost of providing regional infrastructure to support growth (such as roads, water and sewer) is "good". We could find no other criteria that were particularly useful to our evaluation."

   Without further refinement at a detailed level and without substantiation that the preferred strategy maximizes these objectives (as opposed to the alternatives), these premises can have little real significance. Indeed if employment levels and projected transit ridership within the outer urban communities are not realized, then the strategy recommended could create increased roads and traffic through existing neighbourhoods.

5. Future urban land consumption is a fundamental component of the strategy, however, little consideration is given toward policies that would reduce this high rate of land use. The potential for redevelopment inside the greenbelt, for example, is not addressed in any detail.

C. Trends and Projections (Population)

1. It is stated that population growth is largely affected by the growth of employment and the accompanying pattern of in-migration for jobs and not by gains obtained through natural increase. Little detailed analysis is provided, however, on the existing employment base - on how it has changed over the years and what likely future changes might impact the Region's future employment prospects.

A trend projection of the 1976-1981 total population growth rate is developed as the low projection, and the high projection, without explanation, is based upon migration rates twenty (20%) percent higher than the average experienced over the last twenty (20) years, on a continuous basis to 2001.

To have full confidence in the reliability of the projections, it should be stated why the above-noted range of years is considered representative of the future and what the actual growth of employment was throughout these years.

2. No mention was made of the implications of a changing or aging population in terms of employment growth prospects or of the likely implications in terms of future land demands (residential land in suburban areas). As suburban land consumption is a fundamental component of the Regional Development Strategy and the detailed demographic character of the population has major implications on the nature of residential demand, the information provided is considered inadequate.

Trends and Projections (Employment)

1. Employment projection is based upon population growth. Yet, the report clearly states that "since reliable forecast of economic conditions into the distant future is virtually impossible to construct, a true employment projection was not attempted. Instead, the number of jobs required to support the "high" and "low" population projects was calculated." (Page 12, Col. 1 and 2). From a methodological perspective the means of projecting employment bears little relation to past trends or economic realities.

   In essence what appears to be included in the strategy is an expression of a desired future state rather than analysis leading to probable situations. Although the report does indicate that the figures developed were checked for reasonableness by review of growth prospects for each employment sector, no details are provided. Therefore, on the basis of judgement and without any shown analysis, the new future employment prospects for the satellite communities, a crucial assumption of the total strategy, is considered viable.

2. The report does not provide an inventory of existing industrial uses in the urban communities, nor does it address their past growth since the adoption of the Regional Official Plan in 1974. Information of this nature is considered essential to develop realistic expectations of future growth of employment within the urban communities.

D. Households

1. It is stated that the rate of household formation has been substantially greater than the rate of population growth within the Region. No reference has been made, however, to the anticipated future age and sex cohorts of the population as a basic consideration for determining likely future land demands.

   For example, two (2) significant points are highlighted in the report:

   1) That household size is declining and is expected to decline,

   2) That there will be a substantial increase in seniors (65+), nearly doubling to the year 2001.

   This suggests a likely increase in the demand for small family accommodation in close proximity to services. The strategy does not compare optional distributions of population and employment in determining which will best meet these anticipated needs.

E. Costs

1. The costing of facilities is a fundamental component of the proposed strategy, yet major qualifications are provided to the effect that it is suggested that wide margins of error could exist within the figures outlined in the report (Page 21, Col. 1, Par. 3).

   Capital cost estimates to provide hard services to the year 2001 for the urban sub-areas range between $768 million and $1.2 billion (given the low-high population projections and not including the Queensway, federally owned parkways or the correction of sewage filtration problems within the urban area).

   The outer urban communities are expected to make up 24% to 34% of the population, in accordance with the low-high population projection, and will account for 42% to 58% of the capital cost required for hard services.

2. No analysis is provided in the report on the cost of soft (social) services. If these were included then a somewhat better picture of the possible total cost estimate of the proposed strategy would exist for consideration.

3. A major reason stated for encouraging growth to the outer urban communities is the large proportion of the costs for water, road and sewers which will be recovered through Provincial grants or other revenue. It is stated "that the costs of providing infrastructure to serve growth in the south are comparatively small (assuming the province builds the 416 freeway - at an estimated cost of $90 million)..." (Pages 21, 22). In brief, the strategy suggests that while the costs of infrastructure are high, there appears to be scope within the Regional budget to meet the expenditure.

   To base a major element of the regional growth strategy upon the assumption that the Province will continue to provide the present subsidy arrangements on water and sewer projects and that they will build the 416 freeway could be considered questionable. The report addresses these uncertainties and states that "much of the infrastructure required in the future consists of water and sewer projects which may not be subsidized by the Province,..." (Page 24, Col. 2, Par. 2)

4. No consideration has been given to the significant reality that by continuing with the 1974 growth strategy, with a much reduced population, significant additional costs could result for the smaller projected population.

F. Summary Analysis

In summary, there are a number of areas of concern with the "Regional Development Strategy - Discussion Paper" which should be considered in detail prior to any approval being granted. These range from the basic approach and major assumptions to specific concerns related population and employment projections, the costs of services and the impact of the proposed strategy upon lands inside the greenbelt.

The Discussion Paper builds its case in support of continuation of the 1974 regional development strategy and suggests the opening of additional land in the south to accommodate the present rate of high urban land consumption. Inherent in this strategy are expensive infrastructure costs and the potential for additional roads and improvements inside the greenbelt and potential major costs to the Region, its member municipalities and their taxpayers.

The Regional Development Strategy as currently written does not provide detailed consideration of the many possible or likely implications of the preferred approach. The strategy is heavily qualified and does not explore optional distributions of employment and population, thereby providing a comparative cost analysis.

Implications for the City of Ottawa

At the local level, there remains uncertainty regarding future impact upon roadways inside the greenbelt, plus the inherent costs of their probable improvements and widening. Additionally, it is unclear as to the fiscal implications in providing expensive infrastructure service to (primarily) residential communities outside the greenbelt. Finally, since an official plan of a local municipality must conform to an official plan of a regional municipality, it is of concern that the City of Ottawa may not have the opportunity to explore its own preferred direction as a part of its Official Plan review.

In light of these concerns, it is recommended that Regional Planning Committee defer consideration of the Discussion Paper until such time as the advantages and disadvantages of optional distributions of employment and population have been explored and associated costs and impacts upon existing communities compared.

Additionally, it is recommended that a number of pertinent questions on the proposed strategy be considered by the Region in order that a fuller consideration of the implications of the proposed strategy can be provided.

Finally, it is recommended that a formal liaison process be established between area municipalities and the Region in the analysis of the Regional Development Strategy, if reconsidered, and in the review of the Regional Official Plan and that the municipality be given the opportunity, and time, to comment upon these matters prior to their adoption by Regional Council.

OPTIONS

N/A

RATIONALE

N/A

INPUT FROM OTHER SOURCES

N/A

ATTACHMENTS

N/A

COMMUNITY NOTIFICATION

Informal discussion has taken place with the Regina Community Council and the Ottawa East Community Association, although the limited time period provided for the review of the Regional Development Strategy, precluded formal input by these groups.

DISPOSITION

1. City Clerk to notify the City Clerk of the Regional Municipality of Ottawa-Carleton of City Council's disposition, including a copy of the approved report by May 18, 1984, for inclusion on the Regional Planning Committee agenda of May 29, 1984.

FINANCIAL COMMENT

N/A

Commissioner of Finance
KEH:dm

297 RUE DUPUIS ST
VANIER, ONT. K1L 7H8
746-8105

830-0

LA CORPORATION DE LA CITÉ DE
THE CORPORATION OF THE CITY OF **VANIER**

June 26, 1984

Mr. W.H. Brunette
Regional Clerk
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Octawa, Ontario
K1P 5Z3

Dear Sir:

For your information, we are enclosing a certified true copy of resolution 84-157 as adopted by the municipal Council of the City of Vanier at a regular meeting held on June 19, 1984.

Yours truly

Daniel Ouimet
Deputy City Clerk

Encl.

Copy to: Mr. R. Nault
Regional Planning Department

"Resolved that Council directs that the following comments be forwarded to the Regional Municipality of Ottawa-Carleton as the City's official response to the Regional Municipality of Ottawa-Carleton Official Plan Review:

1) Although the Region's projections for growth in the City of Vanier are somewhat more conservative than those of the City of Vanier, the high growth forecast of population and residential growth is generally in line with the City of Vanier's expectations to the year 2001.

2) In determining locations for employment centres, the Region should not place an inordinate amount of emphasis on proximity to the Transitway. Rather a balanced and comprehensive set of criteria should be employed taking into consideration existing commercial centres, physical development potential, accessibility, quality of both public and private transportation facilities, adequacy of existing infrastructure and location relative to othercentres."

ADOPTE
CARRIED

NO. 84-157

CORPORATION OF THE CITY OF VANIER
MUNICIPALITÉ DE VANIER

RESOLUTION

DATE Le 19 juin / June 19 19 84

PROPOSÉ PAR / MOVED BY Yves A. Ali

APPUYÉ PAR / SECONDED BY Fidèle Ouellette

"Résolu que le Conseil de la Cité de Vanier fasse parvenir à la Municipalité Régionale d'Ottawa-Carleton les commentaires officiels en ce qui concerne la Révision du Plan Directeur de la Municipalité Régionale d'Ottawa-Carleton:

1) Quoique les prévisions de la Régionale sur le taux de croissance à Vanier sont des évaluations un peu conservatrice en rapport à celles de la Cité de Vanier, cette haute projection de l'accroissement démographique et résidentielle de la population se conforme en général avec les prévisions dela Cité de Vanier jusqu'à l'an 2001.

2) En déterminant des endroits pour localiser des centres d'emploi, la Régionale ne doit pas mettre d'emphase immodérée sur la proximité au chemin du "Transitway". Il serait préférable qu'un ensemble de critères soit établit prenant en considération l'emplacement des centres commerciaux existants, du potentiel physique pour le développement, l'accessibilité, la qualité des facilités de transport publique et privé, l'exactitude des infrastructure existantes et des services des lieux relatifs aux autres centres."

.../2

Certified to be the City of Vanier
certified true copy of:
resolution No. 84-157
bylaw No.
extract of resolution No.
Signature
Daniel Ouimet
Deputy Clerk

Dow's Lake Residents' Association

10 Lakeside Ave.,
Ottawa, Ontario,
K1S 3H2

June 25, 1984

OTTAWA-CARLETON
RECEIVED
JUN 26 1984
PLANNING DEPARTMENT

Mr. J. M. Wright,
Planning Commissioner,
Regional Municipality
of Ottawa Carleton,
222 Queen Street,
Ottawa, Ontario,
K1P 5Z3

Dear Mr. Wright:

RE: OFFICIAL PLAN REVIEW TRANSPORTATION COMPONENT OF THE REGIONAL DEVELOPMENT STRATEGY

The Dow's Lake Residents' Association is pleased to be given the opportunity to comment on the Official Plan Review.

We are concerned over the increase in traffic on Bronson Ave. that will result from planned improvements outlined in the Plan.

The Dow's Lake Residents' Association opposes any changes in traffic patterns on Bronson Avenue until a specific study is done to show the potential impact on Bronson Avenue residents and residents of adjacent streets caused by the linkage of the Portage Bridge to Bronson Avenue and by the proposed linkage of the Chaudiere Bridge to Preston Avenue.

We wish to see the Region develop a comprehensive traffic plan for the whole of Bronson Avenue reflecting the following facts:

a) Bronson Avenue is a residential street.

b) The volume of cars on Bronson Avenue is very high.

c) There are 75 children in the Dow's Lake area, but no schools.

.../2

d) The by-laws regarding speeding, lane-changing, and stopping for red lights are not being enforced.

e) The Bronson/Carling intersection is inadequate to handle present traffic volumes.

Sincerely yours,

Ralph Harrison
Chairman, Traffic Committee

RH/bs

GLEBE COMMUNITY ASSOCIATION

OTTAWA-CARLETON
RECEIVED
JUN 21 1984
PLANNING DEPARTMENT

THE REGIONAL PLAN REVIEW : TRANSPORTATION COMPONENT

Prepared for the Regional Planning Committee.

GLEBE COMMUNITY ASSOCIATION

20th May 1984

Regional Planning Committee,
222 Queen Street,
Ottawa, Ontario.

Dear Sirs,

As the Glebe Community Association's Traffic Chairperson I have recently received a copy of the Discussion Paper on the Transportation Component of the Regional Development Strategy. I have had the Paper for less than a week. If the Region is seriously seeking community input into the review process then more time must be allowed for voluntary community organisations to respond.

Please accept these brief comments as the G.C.A.'s initial response to the Paper.

The Paper expresses support (p.14) for 3 general transport policies in the Regional Plan. We agree with the policy which gives priority to transit over road improvements. The other two policies stress the maximum use of the existing roads. Our attitude to this would depend on which existing roads were to be maximized. Major roads such as Bank and Bronson are already used to capacity in our area.

We would favour the early extension of the transitways outside the Greenbelt as suggested by the Paper (p.15,42). Early consideration of a south extension for the transitway would also seem to be a wise move if future increases in commuter traffic in the central area are to be minimised.

With reference to the various options tested., the combined features of H6/H and H8/H seem to give the best hope of relieving future pressure on the roads of the central areas. H6/H would encourage employment and residential growth in the E and W Urban Communities. H8/H would encourage an early start to the South Urban Community. Together these policies might slow the future growth of commuter traffic flowing through central neighbourhoods such as the Glebe.

The Queensway Corridor Study is mentioned in the Paper (p.39,45). The G.C.A. is involved in the Study and we would like to stress how important it is that the results of the Study be integrated with the Regional Plan Review. Any proposals for any growth option which would change the Queensway corridor will be a cause for concern in any neighbouring community. If for example the predicted modal slits along the Rideau River Central and Rideau Canal screen lines are not achieved, then traffic problems along these lines would intensify. However the Paper notes that no

alternatives were costed for this situation because it is under study by the Queensway Corridor group!

Employment growth in the Central Area is a major concern for our area. The 100,000 job level in the Area has not yet been reached (p.57-58) and yet traffic problems along the Queensway Corridor, Bronson and Bank are already severe. This is why the G.C.A. generally favours policies such as :- dispersing employment to the E., W., and S. urban communities; better transit service and extended routes; limiting Central Area employment to 100,000.

Our chief concern in this review process is what effect will the various growth options have on our community. Our neighbourhood land use patterns and densities are already in place and confirmed by the Glebe Development Plan passed by City Council. The road network is established and very difficult to change without major disruption in the area. Therefore any growth option has to be evalutated largely in terms of the transportation impact on our community. We realise of course that we are part of a larger community and cannot expect to be totally isolated from change.

Please try to give community groups time to respond to each new document as it arrives on the scene. Most groups meet once a month and this might provide a rough guide as to the minimum response time required.

Yours sincerely,

Roger Short

Roger Short, Traffic Chairperson G.C.A..

HUNT CLUB COMMUNITY ASSOCIATION

Please address any reply
C/O 3320 Paul Anka Dr.
Ottawa, Ont.
K1V 0J9

file 830-2

1984 06 20

Barry O'Gorman
Secretary Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen St., 14th Floor
Ottawa, Ontario
K1P 5Z3

Dear Mr. O'Gorman,

Please accept our apologies for the late reply to your call for public input on the Regional Development Strategy and its Transportation Component. Given the late release and complexity of the Development Strategy Documents, and given that we have serious reservations with both documents, we support the City of Ottawa's Planning Committee view that "the public consultation phase relating to the draft official plan amendment should be longer than the current phase in order to provide every opportunity for consultation on the specific issues which will certainly be raised".

In the event that the public consultation phase is not extended, we would like to offer the following observations for your consideration.

1. There are a limited number of access roads into and out of the Hunt Club area and this is creating bottlenecks and other traffic problems on residential streets such as Uplands Drive and McCarthy Road. The rapid growth of the Southern Community has contributed to these problems and some aleviation of the problem is required in the short term rather than the long term. To this end, we would propose that

the South Ottawa area not be developed any further until existing traffic patterns can be sorted out. In this regard, since roads are paid for by taxpayers, they should be available for use by all taxpayers to the greatest possible extent. The limited access to the Airport Parkway south of Heron could be relaxed, possibly by allowing access from Hunt Club Road when it is widened. This could reduce congestion and traffic on the narrow residential streets in the Hunt Club, Riverside Park and Mooney's Bay areas. If noise is a problem for residents bordering on the Airport Parkway, noise shelters could be built. These noise shelters would probably improve existing conditions for these residents.

Rather than extend development to the South, we believe that public funds could be used more cost effectively by completing the servicing of areas in the East and West such as Orleans and Kanata. Also, we would recommend that Regional and City planners actively investigate the efficient use of existing open spaces within the Greenbelt before embarking on costly development of new areas.

2. The Regional Development Strategy places a high priority on transit over road improvement. Although this may appear to be a sound policy given the underlying analysis, the analysis may be incomplete in several respects. First, the documents continue to place a high priority on transit dispite the fact that in comparison to other Canadian cities of comparable size and population, Ottawa may already be considered by some to be an over-bused city. Perhaps some recognition of the existence of a saturation point might be worthy of mention.

Second, there is no mention whatsoever in both documents of the serious disruptions to the quality of living in residential areas that result from vibrations to homes caused by buses. The attached sampling of press clippings suggest that the problem is widespread and the issue may be an emotionally charged one.

A third cost component of a policy that promotes excessive transit and that as not mentioned in your documents is as follows: in order to achieve target modal splits, buses are often routed onto roads that either cannot accomodate such heavy vehicles and (or), the underlying soil structure is such as to transmit vibrations caused by heavy vehicles. In these cases, the residents of such streets complain

to the roads department which in turn must incur costs to alleviate conditions. The exact costs are not known to us, hut these may be substantial and may warrant further investigation.

In view of the above, we would urge you to consider the above cost elements in setting target modal splits. At a minimum, roads in new communities should be built to accomodate buses or, transit planning should recognize the problems and take steps to minimize these problems possibly by using lighter buses and keeping frequency in off peak periods to minimum essential levels.

3. The Transportation Component of the Regional Development Strategy appears to us to be based on population and employment projections which are biased on the high side. If these optimistic projections do not materialize, property taxes will rise as a result. The public transit component of property taxes in Ottawa may already be too high and unrealized expectations on growth may contribute further to these problems.

4. Given that the transitway decision is now irreversible we would recommend that the south extension of the transitway be constructed as expiditiously as possible. This could then facilitate the implimentation of a "feeder" system of transit which uses smaller, lighter buses on residential streets to minimize vibrations to homes and damage to roads.

Thank you for the opportunity to input to this most important process and we look forward to participating further in subsequent public debates.

If you require clarification or elaboration of the above points, we would be glad to discuss these with you.

Sincerely,

for M. McAdam
523-6993 (Res)

E. Subissati
523-8527 (Res)
776-7836 (Bus)

Attachment

cc.: P.G. Page
J. Durrell
K. Abblet

Local

Neighborhoods

Riverside Park/ Bus routes changed.

The regional transit commission will alter two bus routes to reduce the bus traffic on Flannery Road, north of Springland.

Routes 4 and 183 are being altered following complaints by residents of Flannery and nearby streets that the frequency of buses on Route 4 was causing a number of problems.

In a petition presented to the transit commission during its monthly meeting on Wednesday the residents said they were worried about damage to their property and the potential for injury.

Route 4 that used to run on Springland, Flannery and Brookfield has been changed to Springland, Ridgewood and Riverside.

Route 183 buses will detour from Riverside to pick up passengers along Ridgewood, Springland, Flannery and Brookfied.

The benefit to area residents is that Route 183 buses are once every half-hour as opposed to Route 4 buses which are once every six minutes.

No date has been set for the route changes.

Nepean drops plan for bus routes in eight areas

By Ian MacLeod
Citizen staff writer

Bowing to strong opposition from residents, Nepean has killed a proposal to establish regular fixed-route bus service in eight neighborhoods now served by OC Transpo's dial-a-bus service.

Known as Teletranspo, the dial-a-bus service is to be dropped in December because it can no longer meet rider demands and to provide better connections with the region's new rapid transit bus system.

Teletranspo relies on mini-buses and operates to and from the Bayshore Shopping Centre.

The service was to be replaced by the new fixed bus routes, which would have transported passengers to the K-Mart Mall in Bells Corners, the new rapid transit bus system terminal at Baseline Road and Woodroffe Avenue and Bayshore Shopping Centre.

However, establishing the new routes would mean regular-sized buses would operate on residential streets every 30 minutes, from 6 a.m. to midnight. That would have meant two buses would make a total of 72 trips down each street each day.

The decision means residents will have to walk to the nearest main street to get a bus at an existing stop.

Tuesday, about 150 residents jammed the Nepean Council chambers to voice their opposition to the proposed routes at the city's policy and administration committee.

The residents' concerns ranged from vibrations generated by the buses and the fact most residential Nepean streets were not constructed to handle bus traffic, to fears about accidents and the safety of neighborhood children.

To loud applause, Graham Park resident Robert Gowan summed up the residents' resentment over the proposed routes.

"After a thorough survey of the (Graham Park-Qualicum Park) area, we'd like to say thanks, but no thanks."

The survey, he said, found 86 per cent of homeowners in the general area and 95 per cent of the homeowners on streets affected by the proposed route were opposed to the plan.

Another survey in the Briargreen area found four out of five residents were against the scheme.

Other areas to be included in the fixed route plan were Westcliffe Estates, Lynwood, Arlington Park, Trend-Arlington and Leslie Park.

Only one woman supported the fixed route plan, saying it would raise the resale of value of homes near bus stops and provide easy access transportation for senior citizens and those without cars.

The woman was loudly booed.

After a lengthy discussion, the committee agreed not to proceed with the new routes, unless a community petition — with a majority supporting the establishment of such a route on a "properly constructed (neighborhood) collector street" — is organized.

25.

...ding or homes.

The proposed addition to the south side of the present building would have required the demolition of a small vehicle control building and relocation of a loading dock.

Staff had suggested the entrance to the addition should face west rather than south, which borders a residential area.

However, *Citizen* officials said an addition with that change would be too difficult to construct without disrupting publication. They proposed building either a brick wall or a sound barrier to buffer the homes to the south and promised the addition would create no extra noise.

Ward Ald. Teddy Kehoe said councillors had little choice but to reject the plan because *The Citizen* hadn't gone far enough to meet the neighbor's concerns.

The newspaper held two meetings with area residents but no compromise was reached. *Citizen* general manager Howard Gaul said the newspaper will either scrap plans for the addition or appeal to the Ontario Municipal Board.

The expansion is needed so employees now working at a Morrison Drive site could be moved to the present mail room at the Baxter Road facility.

Arlington Woods/ Bus route survey

Ottawa-Carleton's transit commission has authorized a survey of Arlington Woods residents to settle a dispute about bus routes in the neighborhood.

University of Ottawa geography professor Roger Needham plans to conduct the study — possibly for free — using student volunteers.

Needham said residents on Riverbrook Road don't want buses on their street because of the noise and vibration. They have suggested buses run along Glendenning Drive and Parkland Crescent.

However, Glendenning and Parkland homeowners oppose the suggestion because they believe the buses would be a nuisance on their streets.

Needham said the Trend Village-Arlington Woods Community Association has asked him to make the survey as part of a university geography course.

While this won't be possible because the school year is almost over, Needham said he will ask univeristy or high school students to volunteer for the survey in May.

Home can't

By Robert Wooler
Citizen staff writer

Cumberland Township Mayor ...eeded Tuesday there is no way ...posed home for troubled teenage... Queenswood Heights area.

Officials of the Ampress Chil... ...et all legal requirements and ... can be held up for a few months ... it can't be halted indefinitely, he ...

The group home, planned for ... drawn fire from homeowners, wh... negative effects on their area.

Clark, who appeared to side w... at a public meeting in March, ne... has reservations about the home.

"I said the homeowners were a... didn't necessarily — and I'm sure ... necessarily — represent the comm... didn't want the whole township ... Germany," he said.

"I have some reservations to th... directors) operational and manager...

As a result of public protest and ... for an independent inquiry into t... said council has refused Ampress d... Amponsah's request for a $15,000 op...

"The end result is council didn't ...

Funeral director

Romeo Emond, a funeral direc... ...tor in Hull for 40 years, died in ... hospital Tuesday of natural caus... es. He was 78.

He was funeral director of the Emond Funeral Home on St. Laurent Street in Hull from 1930 ...

26.

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Atlantic, Pacific…

…an isolated incident either. The top federal grain transportation administrator's inability to look for real answers to this problem is incomprehensible. His advice to the Canadians is to "live with it." What a cop-out!

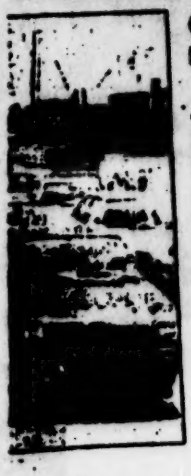
Especially, as Canada is the world leader in self-unloading vessel technology. These "self-unloaders" are a technological and economic breakthrough which were pioneered on the Great Lakes and have operated …than conventional ships and don't require the sophisticated port facilities that other ships need.

A Canadian flag, deep-sea merchant marine would open a complete range of marine career opportunities to Canadians both at sea and ashore. The domestic shipbuilding and repair industry, if competitive, could expect to build many of the new generation of ships that the …

…among Canadian shipping companies operating today w… foreign flags might return … Canadian flag operations.

The Standing Senate Com… mittee on Foreign Affairs' re… port on Canada's Maritime… Defence said the status, in c… or wartime, "of Canadian ves… sels operated under foreign… flags requires examination, be… cause of the important commer… cial and transportation consi…

Shakeup at top needed at OC T



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Thank you for a fine editorial, "Transit blunders on schedule." But where were you when we needed you in 1978, 1979, 1980? The citizens of Highland Park, McKellar Park and other neighborhoods tried at that time to persuade regional government of the flaws in the rapid transit plan: they tried to persuade the Ontario Municipal Board. But transit planning was not to be stopped by the mere application of fact, logic or consideration for neighborhoods.

At public hearings, transportation committee meetings and other occasions we drew attention to the problems of the feeder routes — how they might enter the transitway, what streets would be used, whether a community could expect a net gain or loss from the change, etc. We never did obtain satisfactory answers.

The Highland Park Ratepayers Association has maintained since our first appearance before the OMB in 1978 that Scott Street was the wrong place to put a transit line, being located near the northern edge of the city, and not a central corridor. We also maintained that the proposals made too much use of "the river corridor," as described in the Ottawa-Carleton Official Plan of 1974. We reminded council and the OMB that the Official Plan designated "recreational uses that make use of and do not adversely affect the natural characteristics of the river corridors."

Regional Council ought to reassess the entire plan before more public funds are spent on it and before more injuries are inflicted upon the residents of this city.

David E. Code
Ottawa

•

Regional Chairman Andrew Haydon's criticism of the public relations department of OC Transpo directs the blame away from those who deserve it.

OC Transpo planners and regional elected officials intended to make Churchill Avenue a major bus arterial and, barring that, would have a crack at Kirkwood. To claim that this plan had to be abandoned because of poor public relations implies that the plan itself, if properly presented, has merit. Such a claim also suggests that once appropriate public relations techniques have been applied, the plan could be revived.

OC Transpo's original proposal to have 36 buses per hour, and likely more, pouring down a two-lane street, much of which is now unaccustomed to bus traffic, is not a public relations mixup. It is a planning catastrophe.

No amount of public relations work will dissolve opposition to the fragmentation of the Westboro community and the neighborhoods within the community, which will surely be the result, if the regional plan continues to envisage the streets of this community as arterial roads for bus and other traffic going into and out of the city centre. Ten or more years ago residents adjacent to first Kirkwood, and then Tweedsmuir, fought the same plan, evidently with only temporary success.

Mary Cardillo
Ottawa

•

So OC Transpo is going to make personnel changes in public relations! Next time they'll probably fire secretaries. Anyone with an IQ bigger than his hat size knows the change should be made at the top — Bonsall and Haydon. Then the OC Transpo should be made accountable to our elected political representatives. Our alderman is as frustrated as we are. Big buses go by residential routes like Dovercourt (starting at 4:25 a.m.), Byron, Churchill and Woodroffe empty, causing pollution and wrecking the roads. In other areas people wait forever.

The transitway is a disgrace — an attempt to be Toronto, when we don't have the same need —

Deporting (

A few months ago an organization in Vienna said Canada was dragging its feet in handing over alleged war criminals. Now we see the RCMP commissioner and our solicitor general answering to someone in Vienna, showing that we are active in our search for "war criminals."

Why?

With a force of 15,000 to 20,000 members there must be internal problems to investigate, or is the RCMP running so smoothly that the taxpayer can afford investigative research into citizenship files by the commissioner?

If one expanded this research I'm sure one would find people more worthy of deportation than 40-year residents of Canada without criminal records.

Why are we sending these people abroad? The assumption is that somebody in Vienna is telling Canada, "Yes, he's guilty." I thought Canadians were innocent until proven guilty in a court of law. Nevertheless, when one of our "deportees" dies in prison …

Post Offic(

Recently I mailed a cheque and order to a firm in Kitchener. It arrived by parcel post six da…

The Local Citiz

Ottawa, Monday, April 30, 1984, Page 17

Bus detour begins on King Edward; residents seek delay

By Jacquie Miller
Citizen staff writer

OC Transpo buses began rolling down King Edward Avenue and Stewart Street today despite efforts of Sandy Hill residents to delay the route changes a week to allow for repaving.

The bus route change is expected to last about five months while the transitway is being built.

Residents say the changes shouldn't take place until roads can be repaved to lessen the vibrations caused by the extra traffic.

Many of the houses along King Edward Avenue and Stewart Street are old masonry and are susceptible to vibrations, residents fear.

"Every time a bus goes by, things shake," said Linda Gellerschwartz, who lives on King Edward.

"It's so bad that people who sleep in the front of the houses are awakened if a heavy bus or truck goes by."

A petition with about 60 signatures calling for the delay was delivered Friday to St. Georges Ald. Nancy Smith.

Regional planners say sections of King Edward and Stewart will be repaved in about one or two weeks. They hope the weather will be consistently warm by then to allow the asphalt to dry in one day.

Smith said a contract is to be awarded to a paving company today, and the work will likely be scheduled for next week.

Residents are resigned to the temporary detour and inconvenience of the extra buses and cars, said Ellen Watkins, who lives on King Edward Avenue.

Smith said delaying the bus route changes even a week could throw transitway construction off schedule.

The sections of road to be repaved are King Edward between Laurier Avenue and Stewart, and Stewart between King Edward and Waller Street.

For the next five months, the roads will have to handle traffic detours to allow for construction of the $4.4-million central leg of the transitway.

Buses now going northbound on Nicholas Street will be transferred to King Edward Avenue. A bus-only lane will begin on the north-bound curb lane of King Edward Avenue between Templeton and Osgoode streets.

About half the buses travelling along King Edward will turn west along Laurier Avenue and half will turn west along Stewart Street.

During peak hours, about 70 to 80 buses will travel down Laurier Avenue, while the off-peak bus traffic will be about 25 to 30 buses an hour.

Stewart Street will have about 70 to 80 buses an hour during morning and afternoon rush hours, and no buses at other times of the day.

OC Transpo officials said there were no problems with the route changes this morning. About half the buses to be rerouted down King Edward began the run this morning, while the rest still used Nicholas Street. By Thursday, all the northbound buses will be using King Edward.

Other traffic changes in the area are to begin May 7.

Nicholas between Mann and Laurier is to be closed to northbound traffic. South-bound traffic won't be affected.

Two injured: Passers-by aid injured Sunday in a two-car co ing Avenue and Acres Road MacGougan, 21, of Aleutian Ro head on the windshield and was

Owner fined despite tenant aid

By Stephen Bindman
Citizen staff writer

Although tenants asked to have the charges withdrawn, an Ottawa apartment owner has been fined $5,000 for charging rents above those allowed by the Residential Tenancy Comm

28.

Letters

OC Transpo mess

My bus (89) glides down the transitway for a whole 60 seconds. WOW! What a system! Forget that nothing connects at either end. Forget that it took me one hour and 15 minutes to get to work. That 60-second fix sure provides a high — for somebody. My second observation suggests that OC Transpo is in cahoots with the newspaper business; newsboxes are springing up like mushrooms at bus stops — a captive audience?

OC Transpo should provide a courtesy pass to all passengers it has insulted for the past two months. We'll pay again when the system works!

H. K. Eidvik
Ottawa

•

In reply to Thomas Kemeney's letter, I suggest that one of the best preventions for sickness and constipation is exercise.

An 11-ton bus (hardly a minibus!) spewing out diesel fumes while carrying one or two people, a normal occurrence in residential streets, can scarcely compete with a safe, quiet, non-polluting 10-minute walk in the fight for a clean, pleasant, stress-free environment.

Down with Sickness Canada! Fitness Canada favors walking as the best exercise. Our "lifelines" would be extended and our "family trees" healthier without unnecessary diesel fumes.

A walk of approximately 10 minutes (one km) would take the farthest Lynwood Village/Arbeathe Park resident to the main corridor for a regular, reliable bus service carrying large numbers of people. Waiting for a bus in a snowbank for 15-20 minutes is a greater annoyance than a 10-minute walk. The handicapped and disabled are already served by an excellent Para Transport Service.

Throw away those purgatives, Mr. Kemeney, and try a little exercise. It's much less expensive and we'll all feel more content.

Catherine Pringle
Nepean

•

My anger, outrage and frustration with OC Transpo, Nepean City Council and some residents in Arlington Woods compel me to write.

Recently OC Transpo put a new bus route on Riverbrook Road. The idea was not entirely theirs. They were aided by a small group of residents who were not prepared to walk a few blocks to preserve the quiet nature of this street.

We now have daily, 18-hour service which carries approximately 72 buses a day along this street, virtually empty 75 per cent of the time. Is their right to door-to-door bus service greater than my right to the peace and quiet of my home? With the exception of a few, the Riverbrook residents do not want this service.

All this to provide school bus service for the teenagers in the area and to ensure that no one walks more than two blocks to a bus stop.

B. Campbell
Nepean

•

Except for their shape and color, one could hardly have suspected that the speeding objects on Carleton University Avenue were two OC Transpo pedestrian assault vehicles.

Instead of stopping some 20 feet from the puddle of salty water, I should have run — but I didn't. I stood transfixed at the crosswalk, silently calculating the odds. The first behemoth flashed by, missing the puddle — but, alas, team effort does work, and the second one inched closer to the curb and got me.

I chose to share my findings with OC Transpo — the first, concerning slight excesses of speed, the other, the uncanny abilities of some drivers. I called OC Transpo at 5:01 p.m. and was informed by a taped voice that the office closes at 5 p.m.

I humbly suggest that the flagrant abusers of taxpayer "sensitivities" stay after hours to listen to comments on how OC Transpo serves its clients.

J. P. De Grandmont
Vanier

•

OC Transpo has changed a number of bus routes again. Will these changes sufficiently improve the transit system so that the public will again feel that they are getting a good service for their money?

Some see no improvement in O

Readers write on abortion, righ

The Toronto Health Department's planned distribution of condoms to teenagers [illegible] movement as a fanatical one. Of course this surprised me not one bit. *The Citizen* ignored a Conference of Canadians. It can print what it chooses, and does not necessarily believe in what it publishes. Cam-

Tattle tales might slow fast buses

By Jennifer Jackson
Citizen staff writer

There are those who think OC Transpo service isn't fast enough.

Then there's Ald. Jim Durrell.

In a bid to put the brakes on speeding buses, Durrell wants them to carry huge digital speedometers just above the windshield.

If the driver's foot gets a little too heavy on the accelerator, the giant speedometer, like a flashing scoreboard at a Rough Rider game, will immediately relay the infraction to the public.

The peer pressure just might convince drivers to slow down, Durrell thinks.

Durrell said Tuesday he wants the Transpo commission to at least consider the idea.

He said he gets 80 to 100 telephone calls a year from residents complaining buses roar up streets late at night and early in the morning.

Giant speedometers could be installed on the 40 or 50 routes that inspire the most complaints — including some downtown bus routes.

At $100 a shot, "it's something I'm going to push for," Durrell said. "It would be a good public relations thing and it could solve some problems, perceived or real."

And Durrell says it needn't cost much more than $100 a bus, although he's not sure if anybody manufactures these overhead speedometres or whether any other bus systems use them.

But OC Transpo general manager John Bossall isn't impressed.

"It's not going to happen," he said flatly, adding Transpo will look at other measures of discouraging speeding. Transpo inspectors already check drivers periodically with radar guns to catch speeders.

30.

Health and Welfare and learned that the insecticide, with proprietary name, is a combination of three agents, including an insecticide believed to be a nerve poison. I learned that the sign is put up when the herbicide is applied and taken down the next day. I also learned that the sprayed place is not safe for three or four days.

I wondered about the responsibility of public servants.

Robert Anderson
Ottawa

Rideau mall traffic

I agree with A. M. Mitchell (Letters) concerning the "Rideau disaster." Further, 99 per cent of people I have spoken to are not in favor of traffic patterns in the area. It is a disgrace.

Although the Rideau Centre is a success, the opposite must be said of the mall, which exists only to accommodate buses, and not people. When a city planning body would alter the main east-west traffic flow in the area, and incidentally also direct traffic to the Queensway via Rideau, to Waller, to Besserer, to Nicholas streets and through a maze of traffic signals, signs and turns, grave doubts arise as to the competence of these so-called planners.

Other areas of traffic impediments are the many four-way stops; unnecessary one-way streets in Lowertown and other areas; street closures; Riverdale Street obstructions at Echo Drive; St. Laurent Blvd. offset at Smyth, Russell Road, which has negatively affected Elmvale shopping centre; and unnecessary traffic signals, poles and signs which are costly, polluting and impractical.

Now, following the city's Bank Street fiasco, it wanted to prevent Elgin Street merchants from holding a sidewalk sale. Next, they will try to impose upon us their choice of colors for our homes. Remember the Byward Market rainbow?

I strongly suggest that this city's administration leave its citizens alone and occupy their time more constructively, particularly concerning corrections to these disgraceful situations.

C. Marchand
Ottawa

Protestant school

The article on the closing of the one-room school in Gratton Township quotes the education ministry spokesman as saying: "Protestant farmers established such boards to protect their religion." From what or whom does the Protestant religion need protection?

The Protestant separate school was established to save money and, until last year, the ratepayers who supported it paid considerably less taxes than public or separate school supporters in the same area. Any parents could send their children to this school, regardless of their religion.

My children are Roman Catholics and they obtained all their elementary education at that school. I believe they received a good education, but they certainly were not there to protect the Protestant religion.

Mary McMaster
Douglas

Premature flag

I found it strange that your recently produced maps in color of the D-Day landings in Nor-

Russian bruta

In this Orwellian year of 1984 the Baltic people — Estonians, Latvians and Lithuanians — count 43 years since the terror-stricken night of June 14, 1941. The Soviet occupants of the three Baltic countries arrested 85,000 men, women and children and thrust them into boxcars for transportation to Siberian slave camps

Buses threat to Hill show, NCC warns

By Doug Kelly
Ottawa staff writer

The $2.3-million sound and light show scheduled for Parliament Hill this summer will be drowned out by the noise and headlights from buses running along Wellington Street, federal officials fear.

Despite a request by the National Capital Commission, the regional transit commission unanimously rejected Wednesday rerouting OC Transpo buses off of Wellington during evening hours when the show is running.

The commissioners doubted NCC allegations that buses would ruin the show highlighting moments in Canadian history through projections of color and different light intensities onto the Centre and East Blocks. The NCC is charging admission to the show.

"How can (the NCC) assume the buses are going to be a problem before the show has even begun?" asked Kanata Mayor Marianne Wilkinson.

Ottawa Mayor Marion Dewar said many of the tourists going to see the show would be using Transpo and it makes little sense to reroute the buses onto Queen as suggested by Transpo staff.

But the creator of the show, Marcel Tremblay, is sure the noisy buses will be disastrous.

"Imagine people watching the show, listening to Canadian history and hearing buses in the background."

Tremblay also said headlights from the buses would take away from the atmosphere.

"It'll be like turning your headlights on in a drive-in movie."

The NCC recently tested sound levels on the Hill and it was discovered the buses were respon-

(Hill show, page 10)

Cardinal

From page 1 story:
Czech Roman Catholic primate challenging Communist regime

moves appear to be tactical measures to unsettle the government.

Some suspect the Vatican may have put Tomasek up to the offensive, but the primate insists his show of stiffened spine is purely his initiative.

"It's my own decision to speak out," said Tomasek in an interview in his airy office, adorned with religious paintings and portraits of popes, which overlooks the cobbled square in front of the Prague castle residence of Czechoslovak party chief Gustav Husak. "It's necessary that points of view which are rather confused now be made clear. The negotiations are at a stage of expectation."

Regarded as a s... operates under tr... ask has been arr... church activists f... government. C... diplomats here sur... opmeats may have ... solve recently: the... born John Paul, ... champion of religio... munist lands, and ... osity evident partic... here.

"He feels the ne... sweeping through the... a leading Catholic di...

It remains the cha... Prague archbishop h... this country's mode... without delivering h... into a counterwave of ... the other hand, slow... tum.

Diplomats caution a... ing the scope of the re...

Hill show

From page 1 story:
Buses threat to Hill show, NCC warns

sible for much of the noise.

After being approached by the NCC about the problem, Transpo staff suggested rerouting buses numbers 1, 2, 4 and 7 from Wellington to Queen Street for the evening, beginning at 7 p.m.

The westbound buses travel from Confederation Square along to Bank Street, with eastbound buses using Wellington between Kent Street and the square. There are three eastbound stops and two westbound.

Transpo general manager John Bonsall said it would cost next to nothing to reroute the 28 buses that travel along that stretch hourly.

But Dewar argued Transpo has come under enough pressure recently because of route changes.

The transit commission may reconsider if the buses really present a problem.

The Outaouais Regional Transit Commission has also been asked to reroute its buses from Wellington. That goes before the commission May 27.

NCC spokesman Ernest Labreque said the show will not be cancelled because of Wednesday's decision.

Labreque said he will ask the commission to change its mind at its next meeting, June 6.

Four 20-minute shows starting at dusk are scheduled to run July 3 until Sept. 3.

3 men jailed week for sex with girl, 13

YELLOWKNIFE, N.W.T. (CP) — Three men who pleaded guilty to having sex with a

spo gets lashed

• Why are the five commissioners so interested in unnecessarily serving a tiny minority in tiny Briargreen when a huge majority of the OC Transpo users in the entire region are furious about the recent changes?

Boris Boroichar
Nepean

•

A false impression has been created by the report (Jan. 5) on the meeting of the Ottawa-Carleton Regional Transit Commission.

Mark Kennedy wrote, in connection with the bus service in the Lynwood Village/Arbeatha Park area of Bells Corners: "Some community residents at the meeting opposed the new service because they felt it posed a threat to children playing in the streets." This is wrong.

The residents, on whose behalf I addressed the commission, feel that the buses do represent a threat to children on the streets of Lynwood Village/Arbeatha Park. Our primary concern is that the buses run along the same streets that children walk along to go to school. With teletranspo, the buses were dispersed over all the streets in the area.

Now they are concentrated on one route. This increases the possibility of accidents. If it were just a matter of children playing in the streets we would expect the parents to remove them.

The streets in this area fall far below the standards set by the Ottawa-Carleton Regional Transit Commission for subdivision service. They don't have curbs, sidewalks or street lighting, and vary in width from approximately 22 to 24 feet. The City of Nepean does not have the plans or the money to upgrade the streets. If fully utilized, the demand-responsive service in this area could result in 72 buses a day running along the route through the community.

The solution to this problem presented to the commission by Mayor Ben Franklin, is to confine the bus service to its regular route along the Richmond Road bus corridor and not have it enter this area on a demand-responsive basis. Commission members familiar with our area supported this motion; those who do not know the area did not. Unfortunately the latter group was the majority.

We do not understand how the majority of our regional transit policy makers can ignore this safety hazard. The standards which they set themselves are not being met. In addition, the majority of residents in the affected area have said that they do not want buses running through this community. Still, the commission has told us we are going to have the buses.

Richard C. Morrison
Nepean

•

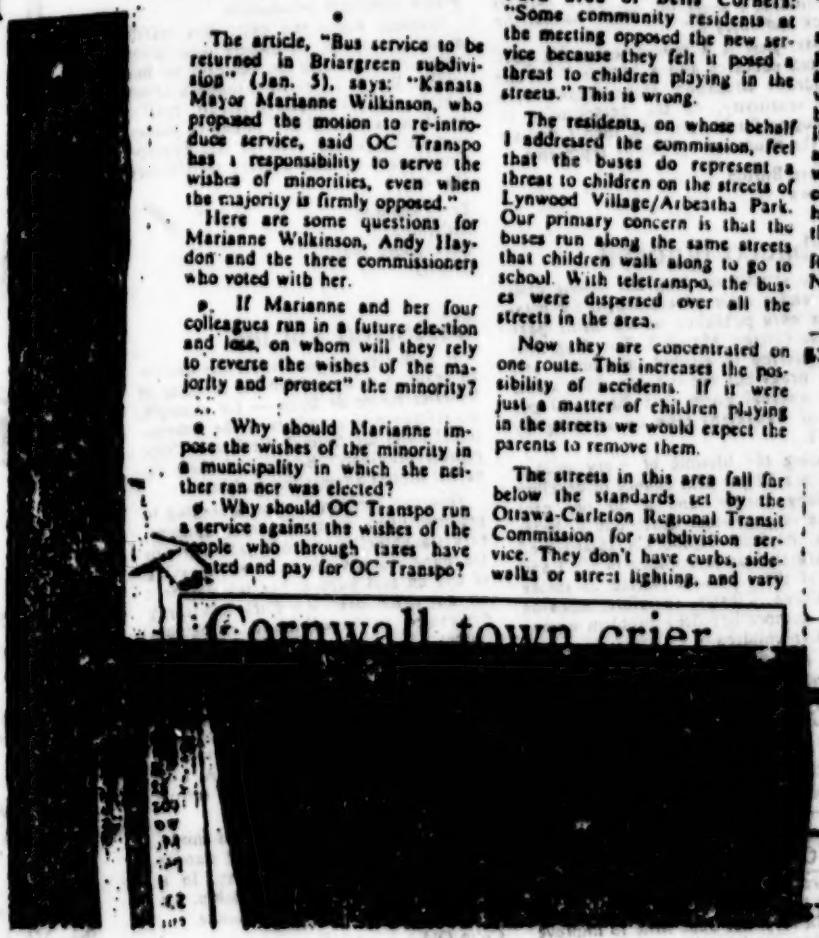
The article, "Bus service to be returned in Briargreen subdivision" (Jan. 5), says: "Kanata Mayor Marianne Wilkinson, who proposed the motion to re-introduce service, said OC Transpo has a responsibility to serve the wishes of minorities, even when the majority is firmly opposed."

Here are some questions for Marianne Wilkinson, Andy Haydon and the three commissioners who voted with her.

• If Marianne and her four colleagues run in a future election and lose, on whom will they rely to reverse the wishes of the majority and "protect" the minority?

• Why should Marianne impose the wishes of the minority in a municipality in which she neither ran nor was elected?

• Why should OC Transpo run a service against the wishes of the people who through taxes have created and pay for OC Transpo?



arket

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sue

...hat it was not the in...rs of the constitution ... Rights to turn over ...Canada to the courts. ...who owns the oil un...shelf may be a legal ... Court to decide.

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...ld government ...y right to pro... ...enough Cana...

...llets scattered the ballot...

dians are concerned, it will become an election issue and will be resolved at the ballot box.

I resent, however, the use of my tax dollars and the waste of high-paid judges' time by groups who want to use the courts to bypass the political system.

And isn't it time the House of Commons sent out a crew to clear up the rubble on the Parliamentary lawns? There are ample campgrounds available for those who want to camp out.

Henry F. Heald
Nepean

Shocking remark

I was shocked, angered, and saddened by the callous remarks about rape made by Trustee Ted Best, and reported in *The Citizen*, March 1. "When rape is inevitable, I guess you might as well lie back and enjoy it."

Mr. Best is a public servant, a purported educator and a "trustee" of our children's education. If he doesn't have the sensitivity, or the perspicacity to apologize for his attitude, then I despair for the education system he represents.

Lenore Burton
Ottawa

Tobacco ignored

Two articles on drug use among children and a color advertisement for cigarettes were published on the same page of *The Citizen*, March 5. The drug articles referred to alcohol, marijuana and other drugs but not tobacco. This seems most unusual given that 30 to 40 per cent of Canadians take up smoking by age 18.

During the lifetime of every smoker there is a 12 per cent chance of developing lung cancer, and a 50 per cent chance of premature death due to heart attack. At least 30,000 Canadians died prematurely due to smoking in 1983 and most of these persons started to smoke as children. Clearly, therefore, smoking is the number one drug problem among Canadian children.

The Citizen continues to expose children to cigarette advertising that associates smoking with attractive, vigorous, youthful figures. I suggest that this is not the behavior of a good "citizen."

Donald T. Wigle
Ottawa

Increased traffic

The recent OC Transpo Commission decision to divert increased bus traffic to Churchill Ave. has done little to improve their image and much to erode public confidence. This proposal was contained in an omnibus memorandum which was presented to the OC Transport Commission and passed after debate. There was no prior consultation with me as the area's elected representative and it was not circulated to people who will be affected most.

The City of Ottawa emphasizes public participation, frequently even on issues with far less direct impact than running 32 buses every hour down a two-lane residential road.

This is one more unfortunate episode in the implementation of a very complex transportation system. The decision to route the buses differently is an unplanned consequence of ongoing construction on the transitway and the upcoming closure of the eastbound Queensway offramp to Kirkwood Ave. which is within provincial jurisdiction.

Without doubt the extra bus traffic must be routed somewhere and some residents must face an increase in bus traffic. But to funnel it through a street which already faces difficult traffic problems is untenable. I intend to pursue this matter further with the OC Transpo Commission to seek a more satisfactory solution.

Terry Denison
Alderman
Queensboro Ward
Ottawa

Distorted values

It is distressing to witness the distorted sense of values of federal minister of fisheries Pierre de Bané — for example, his reference to members of the International Fund for Animal Welfare as "despicable criminals" because of their renewed protest against the seal hunt.

How can concerned citizens seeking to preserve living creatures from unnecessary slaughter be so maligned? Perhaps De Bané regards the harmless spraying of dye on seal pups or the infringement on air space over ice floes arbitrarily designated to be off-limits as heinous crimes.

If so, what superlatives would the minister reserve to describe Iraqi generals who employ ghastly chemical weapons in the Gulf war? What adjectives remain in his vocabulary to describe the indiscriminate bombers of the IRA, Libyan "hit-squads" or Armenian terrorists?

It is a sad commentary on this minister of the Crown that he should slander these humanitarians in this way. In a world so needing quality leadership, his example is surely not one to emulate.

Colin Old
Ottawa

Letters

Buses on the move, slowly

Bank Street bus saga

The real villains in the Bank Street bus story are not the merchants who pressed for the elimination of the exclusive bus lanes, but OC Transpo management.

OC Transpo says service would be slower if the buses stayed on Bank Street. They say extra buses would be needed to compensate for reduced efficiency. How come they can find buses for unwanted new routes in low-density suburbs, where they will be little used, but not for vital downtown services? Their arguments assume buses will move faster on Kent Street. Anyone who has ridden these buses at rush hour knows that is not very likely.

All evidence suggests that moving the buses to Kent Street was not done for any valid operational reason, but to pressure the merchants to cave in to OC Transpo's demand for the reserved lanes, or else arouse so much public indignation that Regional Council will act against the merchants' opposition to restore them.

To maximize the pressure, the scheme seems designed to do as much harm as possible to Bank Street business and cause as much inconvenience as possible to bus users. Motorists also suffer from worse congestion on Kent Street because of the buses.

OC Transpo needs new management that will do its best to provide good service with the resources (including reserved lanes) made available to them rather than take it out on the public with calculated spite when they do not get their own way.

Chas Shrubsole
Vanier

Do M

I was disturbed by a
Lynch column that said,
the subject was being d
there were hardly any MP
House." This apparently
mid-week.

We hear much criticism
the lack of productivity
Public Service and in in
We hear that young peop
many others do not want to
The work ethic that I, as a
citizen, and other members
generation subscribed to
longer acceptable.

I wonder about the produ
of the average Member of
ment. If someone converted
exaggerated salaries to an

Seal hunt

Only recently has there c
our attention an item by
Best headed, 'Seals: U.K.
risy vs indifference here".

Quoting from *Hansard*,
related how international
minister Gerald Regan stat
the House: "We believe
there should be continued pu
ty about the fact that the fi
industry is indeed quite sep
from the sealing industry."

Astounding words, from
representative of a governm
which years ago transferred ju
diction of marine mammals f
the department of
Environment to the departmen
Fisheries. From then on, the
nual carnage has been referre
as the "seal fishery" (
compared by subsequent minist
to the "harvesting" of grain
and wheat.)

Tina Harrison
Co-ordinator
Canadians for the Abolition of
the Seal Hunt
Vancouver, B.C.

All children need compassion

Cumberland residents are being asked how a group home in their township can possibly benefit them...and what threats ...s it children are doomed to a life of crime and cruelty to others? Are these children all potentially young offenders? O...

responsible for the procedure b
which the public was notified o
their opening? Ampress proceede

SUBMISSION OF
THE NEW EDINBURGH COMMUNITY ASSOCIATION

to the
Official Plan Review

Part II
June, 1984

This Part II of New Edinburgh's submission to the Official Plan Review responds to the Transportation Component of the Regional Development Strategy. The latter is a discussion paper which was not available until the end of May, a week after New Edinburgh had delivered the first written submission to the Review process.

A significant change from data used in the Regional Development Strategy discussion paper of March 1984 is the splitting of the Rideau River North screenline referred to in that document and in the New Edinburgh submission of May, 1984 into two. In the Transportation Component discussion paper of May, 1984, that Rideau River North screenline is split into the Rideau River Central screenline, which is a new screenline, and the new Rideau River North screenline.

I am informed by the Transportation Department that the new Rideau River North screenline excludes the bridges at Montreal Road, the Queensway, Smythe Road, Bronson and at Bank, all going over the Rideau. The new screenline extends from the Ottawa River to St. Patrick Street and takes in the bridges at Sussex Drive and at St. Patrick Street only.

Splitting the Rideau River North screenline used in the Regional Development Strategy discussion paper into two in this manner makes it appear that there is a deficiency in capacity in the new Rideau River North screenline so that, according to its graph on page 96 (see attached copy) of the Transportation Component discussion paper, no matter what scenario occurs by the year 2001, additional capacity across this screenline is needed. The only planned additional bridge over the Rideau that would cross this new screenline is provided by the Vanier Parkway extension. Splitting the Rideau River North screenline in this manner thus seems to provide a planning rationale for the building of the Vanier Parkway extension.

However, the chart on page 82 (see attached copy) of the Transportation Component discussion paper gives figures which flesh out the graph on page 96 and which show that the additional capacity needed at this new screenline is not really very large. Looking at the base year of 1981, the sixth column entitled 'PM Peak Hour Auto Vehicle Capacity (Outbound)' gives a figure of 2600. The service standard of 0.9 capacity of 2600 vehicles is 2340. In 1981 this new screenline had and it has to-day a 0.9 vehicle capacity of 2340. This 2340 vehicle capacity does not include the capacity which would be provided by the Vanier Parkway extension which, of course, did not exist in 1981. In the options projected for 1991 and for 2001, the capacity in column six goes up to 4300 because the 1700 vehicle capacity, which would be provided if the Vanier Parkway extension was built by then, is added in with the 1981 capacity of 2600.

The figure to look at then is the 0.9 vehicle capacity figure of 2340 vehicles which is the existing capacity of this new Rideau River North screenline. H1/H option in the year 2001, the second option down, presents the worst case scenario. In the fourth column entitled 'PM Peak Hour Auto Vehicle Trips (Outbound),' vehicle demand is shown as 2900. The difference between the existing 0.9 capacity of 2340 vehicles and the vehicle demand of 2900 is 560 vehicles. In the H4/H option in the year 2001, the demand is 2800 vehicles and the difference between capacity and demand is 460 vehicles. In the L1/L and the H6/H options by the year 2001, the demand is 2700 vehicles and the difference between capacity and demand is 360 vehicles. In the H7/H and H8/H options, the demand is 2600 vehicles; while existing capacity is 2600 vehicles, since 0.9 capacity is 2340 vehicles, there is a difference between demand and capacity of 260 vehicles. Finally, at the H1/H option where demand is 2500 vehicles, the difference between demand and the service standard capacity is 160 vehicles.

In the worst case scenario, the difference between demand and the 0.9 capacity is 560 vehicles and this difference falls to a low of 160

vehicles in other scenarios. The Vanier Parkway extension would add a capacity of 1700 vehicles in its four lanes. On page 64 of the Regional Development Strategy discussion paper it is stated: "Capacity of one lane [is] 700-1400 depending on its type e.g. arterial, freeway." The 560 vehicle capacity that is projected as being needed at this new Rideau River North screenline in the worst case scenario is thus not enough to justify building even one lane of the Vanier Parkway extension much less the whole four lanes.

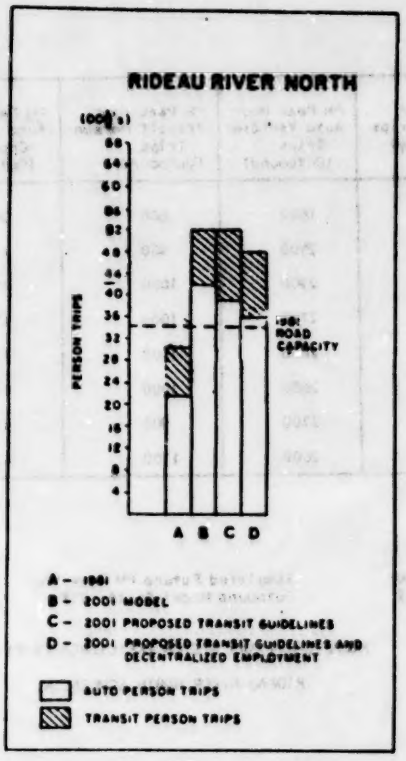
Moreover, the modal split projected at this new screenline is only 25%, unchanged from the 1981 observed peak hour outbound modal split of 25%. A calculation of the average change between the 1981 modal split and the proposed guidelines modal split taken from page 56 of the Regional Development Strategy discussion paper shows the average increase in modal split to be 13.9 between 1981 and 2001. Adding the average increase to the 1981 observed modal split of 25% gives 38.9% rounded to 39%. Moreover, the proposed guideline for the Rideau River North screenline as given in the Regional Development Strategy discussion paper is 50%.

It is surely realistic to expect that the modal split will increase from 1981 to 2001 and not remain at the 1981 level of 25%. An increase to 39% or even 50% seems realistic. However, I am informed by the transportation planning department that the 560 vehicle capacity projected as needed in the worst case scenario would not in fact be needed at all if the modal split increased to only 30% from 25%. If the modal split achieved by 2001 was 30%, if 30% of the person trips across this new Rideau River North screenline were made by bus, there would be no need for even one part of one lane of the Vanier Parkway extension, no need for the extension at all.

Conclusion

New Edinburgh supports rapid transit and policies which continue to improve the remarkable achievements which have been made since 1972 in increasing bus ridership.

For reasons explained in the main submission made in May, New Edinburgh is requesting that a result of this Official Plan Review process be the deletion of the Vanier Parkway extension from the Official Plan.



This is the Rideau River North screenline photo-copied from page 96 of the Transportation Component discussion paper. I am informed by the transportation department that there is an error in the graph; the numbers referring to person trips are in the hundreds, not thousands; one of the zeros at the top of the column should be removed.

Case	Year	24 Hour Person Trips (Two-way)	PM Peak Hour Auto Vehicle Trips (Outbound)	PM Peak Hour Transit Person Trips (Outbound)	PM Peak Hour Auto Vehicle Capacity (Outbound)	Volume to Capacity Ratio	C=V/.9	ΔC (deficiencies)
Base Year	1981	74000	1600	800	3609	0.42	N/A	N/A
HI/H	1991	87000	2500	900	4300	0.58	N/A	N/A
HI/H	2001	100000	2900	1000	4300	0.67	N/A	N/A
LI/L	2001	88000	2700	1000	4300	0.63	N/A	N/A
MI/H	2001	98000	2800	1000	4300	0.65	N/A	N/A
H7/H	2001	96000	2600	1000	4300	0.60	N/A	N/A
H6/H	2001	94000	2700	900	4300	0.63	N/A	N/A
H8/H	2001	95000	2600	1100	4300	0.60	N/A	N/A

N/A - Not Applicable

1981 Observed PM Peak Hour Outbound Modal Split: 25%

Simulated Future PM Peak Hour Outbound Modal Split: 25%

Revised Policy Guideline Modal Split: 25%

MODAL SPLIT AND SYSTEM EFFICIENCY (V/C) DATA

RIDEAU RIVER NORTH SCREENLINE

*429 Hinchcliffe Street
Ottawa, Ontario
K1Y 0X3

June 20, 1984

Ms. J.M. Wright,
Planning Commissioner,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.

Dear Sir,

I have learned from the Civic Hospital area homeowners' association that the Transportation Department of the Region wishes to make Fisher Avenue a four-lane thoroughfare as far as Carling Avenue.

The members of our homeowners oppose this intention because, in our view, it will continue the destruction of the environment of Fisher that has occurred over the years, it will increase the congestion of traffic in the Carling Avenue - Island Park Drive - Fisher Avenue area, and it may have a deleterious effect on the quality of life in our neighbourhood. It seems to us that there are several new activities in the planning and construction phases now and that it is premature to begin yet another one before the results of the projects now are known.

(over)

416 Woodland Avenue
Ottawa, Ontario
K2B 5B2

June 15, 1984

Mr. W.H. Brunette
Regional Clerk
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa,Ontario
K1P 5Z3

Dear Mr. Brunette:

It is requested that more time and information be provided for consideration of the content and implications of the Regional Development Strategy being proposed.

Our executative wishes to take this matter to a general meeting of our association in order that there may be some awareness of current proposals.

Yours very truly,

L.J. Bishop
President
Woodpark Citizens
Association

c.c. - Alderman J. Haltzman
- Alderman M. Catterall

We vigorously oppose the proposed widening of Fisher Avenue for the reasons given in the previous paragraph and to avoid the added, serious expense to the taxpayers of this city until there is a clear and undeniable proof of the need for the creation of yet another traffic artery, and that in the widening of Fisher Avenue & Carling Avenue in particular.

Yours truly,

J. W. L. Beer

M. Beer (Mrs.)

OTTAWA-CARLETON
RECEIVED
JU. 21
/
PLANNING DEPARTMENT

Mr. Francois Breton,
1044 Fisher Ave.,
Ottawa, Ont. K1Z 6P6

June 19, 1984.

Dear Sir;

re: Official Plan Review: Transportation Component of the Regional Development Strategy

As a resident of Fisher Avenue, I find this proposal appauling. The constant flow of traffic, not to mention the heavy equipment which frequents this street is already putting a heavy burden on my mental state.

The noise that we, the residents of Fisher Avenue have to endure is almost intolerable as it is; to add more lanes to Fisher would no doubt increase the volume of traffic and create social dilemma.

If as mentioned in the notice we received alternative roadways exist, I feel that serious studies should be made.

Sincerely,

#052806

270684
CC 8630-2

379 Huron Ave South,
Ottawa K1Y 0W9.

15 June 1984

Marion Dewar,
City Hall.

OFFICE OF THE MAYOR
JUN 27 1984
OTTAWA

FILE
INFORMATION

Dear Mrs. Dewar,

re Fisher Avenue Widening

Please listen to a normally silent citizen.

Do you want to destroy a community, namely the Civic Hospital area, by dissection? To demolish the parkland at Carling and Island Park Drive? To eliminate walking in this area? To drive responsible citizens from their homes of many years?

Or do you favour faster, heavier traffic?

OTTAWA-CARLETON
RECEIVED
JUN 29 1984
PLANNING DEPARTMENT

Blanche Conder

June 22, 1984
1076 Fisher Avenue
Ottawa, Ontario
K1Z 6P6

Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario K1P 5Z3

Re: Official Plan Review: Transportation Component of the Regional Development Strategy

Attention: J.M. Wright, Planning Commissioner

Dear Sir:

As homeowners and residents of Fisher Avenue, we wish to voice our disapproval of any immediate or near future plan for the widening of Fisher Avenue. To us such a move is highly unnecessary owing to the four lanes already available from Highway 16 via Woodroffe and Greenbank Road and the planned development of Highway 416 through Cedarview.

Is this planning commitee against the beautiful Central Experimental Farm which provides so much enjoyment to residents of Ottawa and tourists? Why would anyone wish to further destroy this residential roadway?

The traffic along this two-lane avenue creates so much noise at present that residents are unable to open their front windows during the summer months. What would it be like with four-lane traffic?

I, for one, am obliged to travel by bus to work each morning at 7:15. The traffic is so heavy at this hour that one literally takes their life in their own hands. The cross-walk at Trent? It helps a little bit but the screeching of tires and near misses are unbelievable and nerve wracking.

Further to these comments, we dislike the thought of losing the beautiful maple trees which would have to be destroyed. Would this also affect the grove on the Experimental Farm?

Instead of widening Fisher Avenue, it would be appreciated if the construction of a sidewalk could be done between the Fisher Estates and Baseline Road. The pedestrians have a long and hazardous walk in that stretch of highway.

Thank you in advance for your co-operation.

Respectfully yours,

Elery A Deeks

Elery A. Deeks

Dorothy F. Deeks

Dorothy F. Deeks

1076 Fisher Avenue,

Ottawa, Ontario
K 1 Z 6 P 6
June 24, 1984

Attention: J. M. Wright, Planning Commissioner

Dear Sir,

Mrs. Julia Wojewoda of 1120 Trent Street was alarmed to receive the flyer concerning the widening of Fisher Avenue as she lives on the corner of Fisher and Trent. She has a language problem and asked me what to do. Igave her a copy of my letter which she in turn took to her neighbours in the immediate vicinity who also must use Fisher Avenue. The attached two copies are the results.

Thank you.

Yours respectfully,

Dorothy F. Deeks

Dorothy Deeks.

June 22, 1984
1076 Fisher Avenue
Ottawa, Ontario
K1Z 6P6

Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario K1P 5Z3

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Further to these comments, we dislike the thought of losing the beautiful maple trees which would have to be destroyed. Would this also affect the grove on the Experimental Farm?

Instead of widening Fisher Avenue, it would be appreciated if the construction of a sidewalk could be done between the Fisher Estates and Baseline Road. The pedestrians have a long and hazardous walk in that stretch of highway.

Thank you in advance for your co-operation.

Respectfully yours,

Elery A. Deeks

Dorothy F. Deeks

June 22, 1984
1076 Fisher Avenue
Ottawa, Ontario
K1Z 6P6

Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario K1P 5Z3

Re: Official Plan Review: Transportation Component of the Regional Development Strategy

Attention: J.M. Wright, Planning Commissioner

Dear Sir:

As homeowners and residents of Fisher Avenue, we wish to voice our disapproval of any immediate or near future plan for the widening of Fisher Avenue. To us such a move is highly unnecessary owing to the four lanes already available from Highway 16 via Woodroffe and Greenbank Road and the planned development of Highway 416 through Cedarview.

Is this planning commitee against the beautiful Central Experimental Farm which provides so much enjoyment to residents of Ottawa and tourists? Why would anyone wish to further destroy this residential roadway?

The traffic along this two-lane avenue creates so much noise at present that residents are unable to open their front windows during the summer months. What would it be like with four-lane traffic?

I, for one, am obliged to travel by bus to work each morning at 7:15. The traffic is so heavy at this hour that one literally takes their life in their own hands. The cross-walk at Trent? It helps a little bit but the screeching of tires and near misses are unbelievable and nerve wracking.

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Respectfully yours,

Elery A. Deeks

Dorothy F. Deeks

51.

Ms. R. Ho
372 Holland Ave
Ottawa, Ontario
K1Y 0Y8

June 19, 1984

Mr. J.H. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen St.
Ottawa K1P 5Z3

Dear Mr. Wright

As a homeowner on Holland Ave, I object to the proposal to widen Fisher Ave. to four lanes up to Carling Ave., as detailed in the document "Transportation Component of the Regional Development Strategy." Not only will widening Fisher Ave cause increased disruption and pollution along that street and in the adjacent Experimental Farm area, these impacts will inevitably spill over into the Civic Hospital area and particularly to Holland Ave. and nearby streets. Traffic is already very heavy on Holland Ave, especially during rush hours. Furthermore there is a large volume of heavy truck traffic which contributes to noise, visual and air pollution and may even be causing undue vibrations to house foundations along this road. It is difficult to cross the street in safety. Residents along Parkdale

and Island Park also have similar complaints. As a homeowner, I am worried about the probable decrease in property values.

I wish to reiterate once again my objection to the proposal to widen Fisher Ave. I feel that serious consideration should be given to the development of other alternative roadways, such as Highway 416 through Cedarmere, the Woodcliffe Transitway and the reconstruction of Merivale from Kirkwood to Carling Ave.

Yours truly,

Lorraine Th

673 Island Park Drive
Ottawa, Ont.
K1Y 0B8

June 21, 1984

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
O t t a w a, Ontario
K1P 5Z3

Dear Sir:

re: Official Plan Review:Transportation Component of the Regional Development Strategy

It has been brought to my attention by the Civil Hospital Area Homeowners Association that there are plans to widen Fisher Avenue to four lanes.

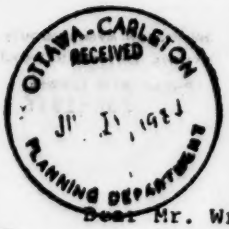
As a resident and property-owner on Island Park Drive, I would be strongly opposed to any plan which would increase the traffic on Island Park Drive. Island Park Drive is one of the nicest residential streets in the City and it is already turning into a speedway.

Yours truly,

Bernard C. Hofley.

UNIVERSITÉ D'OTTAWA UNIVERSITY OF OTTAWA

OTTAWA ONTARIO CANADA



Jun./84

Dear Mr. Wright,

I have been a resident of Carlingwood on Fisher Ave. for the last 4 year.

Last year after much effort, this area was designated as Residential. There was a promise that Fisher would not be widened. Occasionally there is talk of making Fisher a four lane road. Today I received a letter from the Civic Hospital Homeowners Association Informing me of a RMOC document stating that Fisher would be widened.

I find this very disturbing that cars should be considered before citizens who try to survive the increase in noise, pollution and traffic raising danger to our families.

Should we not be consulted?

Fisher (residential) does not lead directly to the 417. Merivale Rd. does and its mainly commercial. Would it not make more sense to direct traffic that way?

This is just one suggestion but I am sure many more can be given by those concerned only if consulted.

I hope we will be taken into consideration.

Sincerely yours

B. Mancini.

1038 Fisher Ave.
Ottawa,
K1Z 6P6

Centre d'étude de l'enfant
École de psychologie

10 McDougal
K1N 6N5

Child Study Centre
School of Psychology

55.

Sol M. Shmelzer
BARRISTER & SOLICITOR

389 HURON AVENUE SOUTH
OTTAWA, ONTARIO K1Y 0X2
PHONE (613) 729-0582
230-1916

OTTAWA-CARLETON
RECEIVED
JUN 28 1984
PLANNING DEPARTMENT

June 25, 1984

J. M. Wright, Esq.
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 523

Dear Sir:

I understand that the Region wishes to widen Fisher Avenue to four lanes all the way to Carling Avenue.

My family lives on Huron Avenue South, which is already subject to a great deal of noise and increasing conjestion as a result of traffic on Holland Avenue.

We are opposed to any increase in the present level of traffic on Holland Avenue, and believe that any development involving further traffic on Fisher Avenue will have such a consequence.

I would appreciate your providing me with information with respect to the plans presently in place or under review involving any further development of traffic on Fisher Avenue and/or Holland Avenue.

Yours very truly,

Sol M. Shmelzer

SMS/am

cc. Mr. Keith Hobbs

PLANNING COMMITTEE
OTTAWA-CARLETON
DEVELOPMENTAL STRATEGY 22-July-84

Comments on the documentation file - 14.261

Future Growth: It is important to recognize that many of the problems facing Ottawa have been or will also affect other capital municipalities around the world. Problems of multicultural requirements, transient labour, pressure groups and national organizations attempting to influence the government and a swollen bureaucracy abound to the same degree in other countries. Tougher decisions regarding history and vested interests are present to a much larger degree in some of the historic capitals of the world and yet they are coping in many instances better than are we in Ottawa. Perhaps the comparative analysis has been carried out in some of the other documentation which is not available to me. I would gather however that most of the reports deal with the here and now as they should.

Support of the South Nepean Population Node Proposals:

There are several considerations in my mind which support this particular proposal for future growth of Ottawa:

1)Traffic density: This alternative avoids further loading of the already concentrated flow patterns on the East-West network associated with the Queensway.

2)Saving arable farm land: The land sacrificed to urbanization in the south node is less valuable as farm land than the western sector which otherwise might be urbanized.

3)Since airmasses move from west to east, the traffic pollution created by the south node will not add to the contamination of the central city air to the same degree as if the western sector had been extended.

4)More of the additional driving through the southern sector will not affect the central core to the same degree that would have happened as a consequence of the western extension.

5)With less total added mileage of driving by using the southern node, the transporation costs for the new families will be less than had they been set up on the west end of the current traffic arteries.

Future Energy Shifts:

It is well to recognize that the next few years will see a strong shift in the balance of energy resources nationally and internationally. While this will not necessarily affect the major power grid that we now enjoy in Ottawa, it will certainly have a major effect on the pattern of transportation that emerges as we move into the next century. Already OIL as a fuel for transporation is in trouble. This will undoubtedly affect the types of vehicles which will conserve energy and hopefully will be less polluting than burning hydrocarbons. Already many major capitals around the world have installed UNDERGROUND RAILWAY SYSTEMS. With a 99 percent rate of performance and minimal pollution, they present an attractive alternative to our present surface speedway system. There are also strong incentives to cluster population nodes around limited-sized configurations of office and factory type resources. Such population modules can considerably reduce the distance travelled to work by the average worker and the dependence on the motor vehicle for transport purposes. This has a very favourable effect on the associated urban pollution levels.

The Impact of the Electronic Information Explosion.

It is redundant to stress that new methods of electronic communication and consultation practices are rendering obsolete much of the traditional management practices. While the stereotype of the coffee based business meeting around a table dies hard, it is evident that much of the hurrying and scurrying associated with such events has to disappear. The costs of employee time and transportation militate against continuing with such practices when conferencing and information exchanges can be more effectively carried out by electronic means and with considerable improvements in productivity.

As this transition works its way through the government system and business operating in the Ottawa community, one may expect to see considerable reduction in local travel by private vehicle within the capital. There should also be somewhat parallel reductions in travel for business luncheons etc.

It is not suggested that this will occur spontaneously but the hard facts of effective management will inevitably produce this result as the fuel bill rises affecting not only travel but also the cost of 'eating out'. To some extent also the third wave type of employment situation will increase, shifting the work place in many instances from a high profile scenario of bulging offices to a network system in which complex modules operate through electronic messaging under highly sophisticated software instructions.

SUMMARY:

WHILE THE FOREGOING IS CERTAINLY NOT DEFINITIVE IN ITS CRITICISM IT IS TO BE HOPED THAT THESE THOUGHTS MAY LEAD TO A BROADER ASSESSMENT OF THE OPTIONS AVAILABLE TO THE CITY FOR ITS FUTURE DEVELOPMENT THAN IS EVIDENT FROM THE PLANNING COMMITTEE REPORT RECEIVED.

Charles B. Walker,
E.I.S.I.
Former Chairman of the Woodbine
Place Association.

DATA BASE
DEVELOPMENT

E.I.S.I.

MANAGEMENT
ANALYSIS

EASTONT INTEGRATIVE SERVICES INCORPORATED

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RR #4 (Hopetown)
Lanark, Ont., K0G 1K0
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P.O. Box 4786,
Stn. E, Fourth Ave.,
Ottawa, Ont., K1S 2L1
Phone: 1-613-238-1429

15-August-84

Mr. J. Barry O'Gorman,
Secretary, Planning Committee,
Reg'l Mun. Ottawa-Carleton,
14th Floor, 222 Queen Street,
Ottawa, Ontario, K1P 5Z3

Ottawa Transit Plan

Dear Mr. O'Gorman:

This letter is a follow-up to my earlier communication dated 22-July-84. In that document I commented on the proposals submitted for comment and added some suggestions concerning the need to look at other municipalities in terms of their solutions to transit problems and with specific reference to subway systems.

I received a response to my comments with a suggestion that I should extend my remarks further. As a result I am now setting down some very summary considerations. These could be extended to include a systematic presentation in October if the Committe is of the opinion that the comments warrant such detailed documentation.

1. Ottawa should develop an east-west subway system which should underpin existing surface transit systems.
2. A second stage north-south intersect would be desirable as a second project, this development again paralleling the surface transit routes already developed.
3. This should be incorporated into a ten year plan so as to avoid future continuing dependence on fossil fuels as the major source of energy for public transportation within the city areas.
4. A study group should review the existing subway systems in other major municipalities around the world with a view to developing a system optimally designed to take account of Ottawa's climatic and terrestial features.

The main reason I see for making this proposal is that already the surface traffic corridors present a daily pattern of maintenance, repair and accident blockages that have to be recognized as essential elements in the current system. The problems of pollution, noise and joy-riding are probably not going to decrease over time and will absorb an ever increasing share of police services that could be better occupied in programs of control and prevention.

Yours very truly,

Charles B. Walter

CHARLES B. WALTER,
MANAGER, E.I.S.I.

POOR

QUALITY

ORIGINAL